

Hawaiian Gazette.

SEMI-WEEKLY.

ISSUED TUESDAYS AND FRIDAYS

W. N. ARMSTRONG, EDITOR.

FRIDAY, FEBRUARY 25, 1898.

A TERRIBLE DISASTER.

Intense excitement in the United States over the utter destruction of the battleship Maine, in the harbor of Havana. This excitement is exaggerated by the rumors of foul play on the part of the Spaniards. In catastrophes of this kind, the majority of people become insanely suspicious at first, and only the second thought brings them to their senses.

The prevailing opinion in the Navy Department, at the latest date is that the explosion took place from causes existing within the vessel. Only slight reflection would show that causes operating from the outside, were highly improbable.

The action of the Spanish admiral in instituting a joint inquiry at once, into the causes of the loss of the Maine seems to be most opportune. Of course the American Navy Department will thoroughly investigate the matter.

It is well known that the interior structure of modern warships is largely experimental. Great economy is used in the arrangement of boilers, coal bunkers, magazines, engines, and ammunition. There have been several accidents, and some serious ones avoided by prompt action. It is no secret among naval constructors, and among experienced naval officers, that some of the interior arrangements of the great warships are faulty, and for that reason, close and repeated inspections are made. Every warship carries such a vast amount of explosive material, human ingenuity cannot absolutely guard against accident. But as a matter of chances, there is as little danger from these accidents, as there is from accidents in any occupation. Perhaps the mystery of this explosion will never be known.

GARFIELD'S OPINION.

The opponents of annexation have lately directed attention to the speech of General Garfield, made in the House of Representatives on April 6, 1876, in favor of the Reciprocity Treaty. His influence was felt in securing it. He did say that he was opposed to annexation, although that matter was not in issue. He did say that the natives of these Islands "occupy a territory that naturally enfeebles man, a population and a territory that I earnestly hope may never be made an internal part of the United States." This, and more that he said is repeated in many papers not friendly to us.

At the time, he had not seriously investigated the subject, and spoke only from the general impression that scholars and students had on the subject. He afterwards modified these views, and if he had not been murdered, would have pushed annexation to the front. We speak from almost positive knowledge on the subject. Mr. Blaine, his secretary of State, with his singularly strong and advanced views on the subject virtually announced this policy in 1881, and President Garfield assented to it. Those who quote Garfield's words uttered in 1876, do not state what his foreign policy was as President.

While he did object to the annexation of the Islands in 1876, for the reason that it would be of no advantage to the United States, as a factor in their civilization, he afterwards saw that it had immeasurable value as a commercial and military outpost. He preferred that America should stand on the "control" of the Islands. But he did not hesitate to advocate annexation, should the policy of control be impracticable, or weak. He may not have had abounding faith in development of the American in the tropics. But he had a strong faith in value of the Hawaiian territory. If it became necessary to take the territory, as an international matter, the question of the inhabitants became an incidental affair.

President Garfield, as we have said in these columns, did entertain a hope that the experiment of building up a New England in the tropics would succeed. He confessed that it might, after he had looked into the matter with some care. But he believed that it would require much missionary work to do it. And he asked where were the missionaries unless they were the planters.

It cannot, therefore, be said that his opinion on the subject of annexation has value at present.

GENERAL ROBERT E. LEE.

The anniversary of the birthday of Gen. Robert E. Lee, on the 19th day of January, was celebrated with more than the usual enthusiasm throughout the Southland. In many places, Northern men and war veterans attended the ceremonies. As the years pass, and the passions expire, the men and women of the North have more consideration, and even sympathy for many millions of people of their own race, who were reduced to poverty, in defending a cause which they believed to be right. Those killed on the battle field suffered the least. The sufferers were and are the survivors, who were left helpless in the general wreck; the women who for near 35 years have struggled under new conditions; the men who were left without pensions, after serving in the armies.

The people who have made such a sacrifice, even if in the wrong, would naturally commemorate the life of their great leader. The living generation, and the one that succeeds it, in the great Southland will not give up their beliefs in State rights, though the sword has forced them to submit. They will retain it, not however, as a living principle, but as a dear and sacred sentiment, which has cost them so much blood and treasure. Few, if any of them, would now permit the restoration of slavery. Few if any, would take up arms again for even State rights. It is the awful sacrifice which was made, that places before them, General Lee as the ideal hero. In worshipping his memory, they get some compensation for their vast and pitiable misfortunes.

The Southerners were conquered into submission, justly, as the North believes, on the ground that there was no power of secession in the Federal Constitution. Yet the State of New York in ratifying the Constitution in 1787, declared that: "The powers of the Government may be reassumed by the people whenever it shall become necessary for their happiness." But this State sent into the field during the Civil war, a vast army to enforce the contrary doctrine. Seventy years of thought and experience made the Northern people accept the doctrine of the inviolability of the Union.

But the moral of it all was, that doctrines must be established and held by the bayonet. The Right can only hold its own when it carries the biggest club.

Even Grant, the great general on the Union side, in his later days showed an increasing and warm respect for the men whom he had defeated, for he knew that he had established the law, not by reason or moral force, but by sword and artillery. But he did not regret it.

AMERICA AND GREAT BRITAIN.

The Chicago Post urges the farmers to take an interest in the Eastern question, and force their representatives to action. It tells them that the day will come, if it has not already come, when their markets will be in the Orient, and the United States should back up England in its policy of keeping the Eastern lands open to the world. It quotes the official statement that for the last ten months the exports from the United States to Great Britain were valued at \$473,329,079, while the exports to all other countries of the world were only \$384,653,576. The excess of exports to Great Britain is startling.

The situation, however, is extremely amusing. America's policy is that of protecting home industries. Great Britain's policy is that of the world's free trade. China's policy is that of exclusive protection, that is, protection with a vengeance. Now, when there is some talk of dividing up China's trade between Russia and Germany, Great Britain gathers together the most powerful fleet of modern times to prevent it, and maintain free trade. America, sweet maiden, puts her arms around John Bull's thick neck and whispers in his ear, "Dear Mr. Bull, you are so nice and charming—(kisses him) dear Mr. Bull, thank you for keeping those wicked men from trying to stop your trade, and my trade too, with the Chinese. I do scratch your eyes, sometimes, Mr. Bull, but you dear old thing—how I hate those Russians and Germans."

The arguments of the Chicago Post are strong, inanswerable arguments for the securing of American footholds in the Pacific.

In the long run, not in the short run—it is for the interests of Great Britain that these Islands now go into the possession of the United States. Some Englishmen so say, and they will say it again.

THE KLONDIKE MISERY.

The dispatches sent by the army officers in the Klondike, to the War department in Washington on the condition of the inhabitants, contained such important news that a Cabinet meeting was immediately held for the purpose of taking strong action.

Many thousands of free and en-

lightened American citizens, not at all the sum of society, have chosen to make fools of themselves, and have virtually forced the Government to establish a pauper settlement in Alaska. Congress must now feed a lot of able bodied men, or they will simply starve. The Military commander in Alaska, who writes without prejudice, says that "seven per cent of the people who have entered the territory during the past year have made a living, and hundreds are now scattered along the river, destitute of food, clothing, and money." He also states that he has reason to believe that bands of lawless men are organizing to plunder those who are not able to protect themselves. He recommends that the Government refuse to allow American immigration unless the immigrant carries with him supplies for two years.

In these dispatches we see the changes of sentiment made by time and experience. Thirty years ago, the miners or immigrants would have been left to establish law and order in their own way, that is, set up Judge Lynch's court. Now there will be an effort made to govern by Federal law. Those of us, who try to be students in political evolution, will watch with much interest the way the Alaskan affair will be handled by Congress. Hitherto, in the mining regions of the territories there were so many "pulls" in Washington, and the smarter and more unscrupulous man, the better the "pull," it was hardly possible to secure good government. But now it looks as if Congress would take intelligent action. Besides, many of the American papers are so woefully unparitotic as to hold up the superb management of the Canadian officials in this matter. As American Jingoism, we naturally feel, owing to our race habits, that the Canadians have neither virtue nor capacity. And when they show surprising organizing power in territorial matters, we feel as if they had been robbing someone. We reluctantly forgive them for their imprudence in setting before us an example.

One of the singular aspects of the Klondike business is, that one, looking at the terrible rush of intelligent men from the States to a place, advertised as utterly inhospitable in climate, without accommodations or food would expect to see that the great and free States of America were blighted with pestilence, or were under the heel of some tyrant, or had been desolated by earthquake, fire, drought. Yet its newspapers and orators say that the nation is only in its early growth, that its resources have been hardly touched; that several of the States are not ten years old. If this is true, why is it that this mad rush takes place? Was Wendell Phillips correct when he said: "The Yankee will jump to the other side of hell to catch a dollar." Are then, the States really exhausted in their very beginnings, and must their people emigrate in order to live? Or is it because so many of the people do not know the rules of right living?

A DIPLOMATIC MISFORTUNE.

The retirement of the Spanish Minister de Lome is a "misfortune," and not a crime. International usage permits an Ambassador at any court to say what he pleases, but if he is caught at saying anything unpleasant about the Government to which he is sent, he must "walk the plank."

Ministers and Ambassadors in giving to their own courts the true inwardness of the sayings and doings of men in office, constantly make harsh comments, which if published, involve them in trouble. So their correspondence goes into the secret archives. One of the American Ministers at the German Court, several years ago, wrote some severe comments on the policy of the German Government. The American Secretary of State carelessly allowed his letter to be published. The German Court growled, but did not ask for the recall of the Minister, as it believed that the American Foreign Office did not know any better than to publish it.

Back in the "forties," Mr. Anthony Ten Eyke, American representative here lost his temper, and wrote a letter to the Cleveland Plain Dealer, in which Kamehameha III was referred to in this way:

"Should a monkey wear a crown, must we tremble at his frown," etc.

After a careful examination the authorship was discovered. The matter was put before the Washington Government, and Mr. Ten Eyke was recalled. It was a momentous event in the annals of the Islands at that time. The European nations did not give it the consideration it deserved. Nor, is the incident found in the history of diplomacy. No doubt, Minister Sewall, in his careful perusal of the luminous pages of American diplomacy in Hawaii, has smiled over it, and taken the usual warning, if any were needed.

His predecessor, Mr. Willis, created a number of episodes, by unfriendly criticism on our Government. But

President Dole gave to the world an excellent example of forgiving those who despitely abuse us. But his forgiving spirit made Mr. Cleveland very mad indeed. Why does not Senor de Lome quote this case, in his own defense?

In the recently published "History of South Carolina under the Proprietary Governments," by Edward McCrady, it is stated that the people during the period before and after the year 1700, were hospitable, generous, and entertained freely; that young girls received their beaux at 3 o'clock p. m., and expected them to withdraw at 6 o'clock, as many families retired to bed at 7 o'clock in the winter, and 8 o'clock in the summer, as they had learned to obey the curfew bell in England.

Perhaps the reason that the people of those days were not knocked out by nervous troubles, as the people of the present day are, is that their lives were free from excitement, and they had abundance of physical rest.

We of modern days, have steam, electricity and unnumbered comforts, but all these increase apparently the nervous troubles. What are the blessings of civilization without rest?

We publish with some reluctance the proceedings of the Coconut Club. It is doubtful if such mushroom societies are a benefit to our community. When the Honolulu Library contains so many useful modern books on grave topics, that are not read, it seems ill advised to permit ephemeral trash to be published. The time of our young people might be better employed in studying the formation of coral reefs, so as to improve the formation of their own character; also, in studying, through the papers of the Historical Society, the migration of the early Polynesians, so that some way may be discovered for facilitating the migration of Japanese beetles to another group of Islands.

MARRILL TALKS IN OPPOSITION.

Says Hawaii Greatly Exaggerated Commercially.

Call Office, Riggs House, Washington, February 16.

Senator Morrill of Vermont occupied the entire time of the executive session of the Senate today in a speech opposing the annexation of Hawaii. The speech was intended to show that the acquisition of the Hawaiian Islands would be against both good policy and the traditions of this country. He had always stood against the acquisition of distant lands, and was still opposed to that policy as one calculated to undermine the integrity of the Republic.

Mr. Morrill said that, commercially, Hawaii had been vastly exaggerated, and contended that the annexation would result in the inevitable destruction of the best sugar industry of the United States because of the inability of American labor to compete with the coolie labor employed on the Hawaiian plantations.

From a military point of view he argued that the control of Hawaii would be a source of weakness rather than of strength, because a navy would be required for its defense in time of war, while in time of peace we should not need the Islands on this account.

Senator Morrill quoted with especial emphasis a letter from Daniel Webster, dated in 1843, advising the maintenance of the independence of the Islands, and closed with an appeal to the people of the United States to continue this policy.

Shadow of Herself

Stomach Was Too Weak to Retain Food

A Complete Cure Effected by Hood's Sarsaparilla

Now Enjoying the Best of Health, With Digestion Perfect.

"My mother was subject to sick headaches and indigestion for over a year. She was unable to stand for any length of time, and was obliged to stay in a dark room as she could not bear the light. She had no appetite whatever and her stomach was so weak she could not retain what food she did eat. She also had severe pains in her head. She suffered so much that she became but the shadow of herself. One day I happened to read a testimonial about Hood's Sarsaparilla. It sounded so truthful

I persuaded her to try this medicine. Before finishing the first bottle there was an improvement in her condition. She no longer threw up her food and her headaches were not so severe. She took in all four bottles of Hood's Sarsaparilla and several boxes of Hood's Pills and regained her weight. She is now enjoying the best of health. Her digestion is good and she can eat almost anything she wishes. She is 42 years old and says she feels as well as when she was 18. Hood's Sarsaparilla made a complete cure in her case." MISS MARY MASCARELL, Ironton, Ohio.

Hood's Sarsaparilla Is the best—in fact the One True Blood Purifier. Prepared only by C. L. Hood & Co., Lowell, Mass.

Hood's Pills the best family cathartic, easy to operate. 25c.

HOBBON DRUG COMPANY, Wholesale Agents.

PROBABLY AN ACCIDENT

(Continued from First Page.)

the Navy Department. Her official trial took place in October, 1894.

The vessel's principal dimensions are: Length over all, 324 feet 4½ inches; length of load water line, 318 feet 3 inches; extreme beam, 57 feet; mean draught, 21 feet 6 inches; displacement, 6,882 tons; speed, 17 knots. She has eight steel horizontal boilers; vertical inverted cylinder, direct acting triple expansion twin-screw engines of 9,000 indicated horse-power. She carries 822 tons of coal, with which she can steam 2,770 knots at 14.8 knots an hour, or 7,000 knots at 10 knots an hour. She has a double bottom and numerous water tight compartments.

Her armor consists of a side armor belt, twelve inches thick. Four 10-inch rifles, en barbette in turrets, constitute her main battery, and six 6-inch rifles on the battery deck form the auxiliary battery. Four 6-pounders, eight 3-pounders and two 1-pounder rapid-fire guns, four revolving cannon and four gatlings make up the secondary battery. There are armored turrets on each of the two masts.

The complement of the Maine is 370, including officers and crew.

THE OFFICERS OF THE MAINE.

CHARLES D. SIGSBEE, Commander.

RICHARD WAINWRIGHT, Lieutenant-Commander.

G. F. HOLMAN, Lieutenant.

JOHN HOOD, Lieutenant.

C. W. YUNGEN, Lieutenant.

C. W. BLOW, Lieutenant (Junior grade).

J. T. BLANDIN, Lieutenant (Junior grade).

F. A. JENKINS, Lieutenant (Junior grade).

J. H. HOLDEN, Cadet.

AMOS BRONSON, Cadet.

D. F. BOYD, Jr., Cadet.

L. G. HENEBERGER, Surgeon.

RYAN, Paymaster.

L. G. HOWELL, Chief Engineer.

E. C. BOWERS, Passed Assistant Engineer.

J. R. MORRIS, Assistant Engineer.

D. R. MERRITT, Assistant Engineer.

POPE, Cadet Engineer.

WASHINGTON, Cadet Engineer.

ARTHUR GRENSHAW, Cadet Engineer.

J. P. CHADWICK, Chaplain.

A. W. CATLIN, Lieutenant of Marines.

FRANCIS E. LARKINS, Boatswain.

JOSEPH HILL, Gunner.

GEORGE HELMS, Carpenter.

*Missing.

OPINIONS OF NAVAL OFFICERS.

BOSTON, (Mass.), February 16.—Rear Admiral George E. Belknap, United States Navy, retired, is inclined to think in the light of the data contained in the Havana dispatches that the Maine was blown up by a torpedo.

WASHINGTON, February 16.—The naval officers cannot agree upon any theory to account for the destruction of the Maine. Perhaps a majority are inclined to the belief that the explosion was purely accidental; another considerable number feel that a torpedo was exploded under the vessel, and a third theory is that some infernal machine was smuggled aboard the ship and set off.

INDIANAPOLIS, February 16.—Rear Admiral George Brown when informed of the naval casualty in Havana harbor, said: "I can offer nothing but vague conjecture as to the probable cause of the destruction of the Maine, although it would seem to me at this time that when an investigation is made it will be found that an explosion occurred on the vessel."

NEW YORK, February 16.—Rear Admiral Erben, U. S. N., retired, said today that he was inclined to believe that the Maine was blown up by her own magazine. Such things had happened before.

Captain A. T. Mahan said that in the absence of authentic information, he was unwilling to discuss the matter in any light.

THINKS IT AN ACCIDENT.

Secretary Long Believes Magazine Exploded.

WASHINGTON, February 16.—After a day of intense excitement at the Navy Department and elsewhere, growing out of the destruction of the battleship Maine in Havana harbor last night, the situation tonight after the exchange of a number of cablegrams between Washington and Havana can be summed up in the words of Secretary Long, who, when asked as he was about to depart for the day, whether he had reason to suspect that the disaster was the work of an enemy, replied:

"I do not. In that I am influenced by the fact that Captain Sigbee has not yet reported to the Navy Department on the cause. He is evidently waiting to write a full report. So long as he does not express himself I certainly cannot. I should think from the indications, however, that there was an accident—that the magazine exploded. How that came about I do not know. For the present at least no other warship will be sent to Havana."

Secretary Long has taken immediate steps to make an investigation. Late this afternoon he telegraphed to Admiral Sigsbee at Key West to appoint a board of naval officers to proceed at once to Havana, employ divers and generally to make such inquiries as the regulations of the Navy Department demanded shall be made in the case of the loss of a ship.

The disaster is remarkable in that only two officers lost their lives, and these were of junior grades. They were Lieutenant Friend W. Jenkins and Assistant Engineer Darwin R. Merritt. The former was unmarried, but leaves a mother and a sister. The latter, it is thought, also was unmarried, but

the department was unadvised concerning his family.

Captain Sigbee telegraphed this afternoon: "Advise sending a wrecking vessel at once. The Maine is submerged except debris. Mostly work for divers now. Jenkins and Merritt still missing. Little hope for their safety. Those known to be saved are: Officers 24, uninjured; crew 15, wounded now on board the Ward line steamer, in the City Hospital and hotel, 59, so far as known. All others went down on board or near the Maine. The total list of missing is 253."

SPANISH OPINION.

Former Minister de Lome Greatly Agitated.

NEW YORK, February 16.—Dupuy de Lome, the former Minister of Spain to the United States, was awakened and informed of the blowing up of the Maine. Mr. de Lome appeared extremely agitated. He said:

"It cannot be the result of any Spanish agency at all. The Spanish Ministry and the Spanish people have been greatly misunderstood in this country. They all desire peace; they all want peace with America and Americans, not only from motives of policy, but because they love America. Nearly all the prominent Spaniards and men of influence in my country share my views in regard to America."

"Spain cannot afford to have war with the United States. If only from motives of policy they are determined not to have any war. There can be no war between this country and Spain. Such a thing is out of the question."

"If the Maine has blown up in Havana harbor it is the result of an accident. That is absolutely certain. There will be no war."

A Survivor's Story.

A special to the Evening Telegram from Havana concerning the Maine disaster, says: "James Rowe, ship's cook, was the least injured of any that were brought off while I was there. I asked him how it happened. 'I don't know,' he replied, speaking with difficulty. 'I turned in my hammock at 8 o'clock and heard three bells strike. I don't remember anything more until I felt myself turning over and over and falling heavily upon the deck through a mass of smoke. I got on my feet and worked my way on deck. When I got there the superstructure deck was dipping under water, and I jumped overboard to keep from being drawn down in the suction. I was picked up by a boat from the Spanish man-of-war.'"

ADMIRAL MILLER.

Believes the Disaster Was Caused By an Accident.

Receives Dispatch From Secretary of Navy to Half-mast the Flags. Launching of Maine.

Admiral Miller was much affected by news of the disaster to the American navy in the loss of so many of the crew of the Maine and the ship itself. The Admiral was deeply in the newspaper accounts when found at his shore home in Makiki last evening by a representative of the Advertiser.

A dispatch from the Secretary of the Navy came to Admiral Miller in the mail of the Zealandia. This message, sent by wire to San Francisco, was in effect that the vessel Maine had been destroyed at Havana "by accident." Through the Secretary of the Navy, the President directs that colors of American warships be half-masted till further orders. Admiral Miller will notify the ships on the Asiatic station at the earliest possible time. The Baltimore and Bennington flags will go to half-mast at 8 this morning.

It will be noted that the head of the United States Navy Department says that the battleship was lost by accident. Admiral Miller said that with the newspaper accounts as a basis, and even after reading many contrary opinions, he was of the belief that the awful loss of life and property was accidental. He supposed that the results or findings of an investigation would be at hand by the next mail from the Coast. Doubtless all there is to know is already known at Havana and in the United States. Admiral Miller has a personal acquaintance with nearly all the officers of the Maine and speaks highly of the capabilities of Captain Sigbee and his staff. The Admiral said that a score of ways in which such an accident could be brought about would at once suggest themselves to one familiar with ships. Glancing at the list of the officers of the Maine, Admiral Miller said that the only one whom he could recall as having served on this station was Geo. P. Blow. The two officers lost are quite new to the navy.

In the battleship Maine herself, Admiral Miller has a peculiar personal interest. He is very familiar with every nook and corner of the big fighting machine, has been aboard her hundreds of times and has pored over her plans by the hour. When the Maine was launched at the New York Navy Yard, the Admiral was captain of the yard. He says there were at least 20,000 people out to see the ship go off the ways and that her beauty and size and neatness were the pride of all who take an interest in the American navy.

Speaking of the excitement and alarm in the United States, Admiral Miller said the thing to do at home was to proceed even to the extent of a hundred million of dollars to fortify coasts, place land batteries and launch new ships by way of preparation for any trouble that might present itself. In the event of war the wisdom of economy in preparation would be quickly and sadly demonstrated.